

Memorandum

To: Chairman and Commissioners

Date: November 22, 2004

From: Diane C. Eidam

BOOK ITEM 4.5
ACTION

Approval of Technical Adjustment to the 2004 State Transportation Improvement Program (STIP)

Summary

With the adoption of the 2004 STIP, the Commission authorized staff, in consultation with the Department and regional agencies, “to make further technical changes in cost, schedules, and descriptions for projects in the 2004 STIP, including adjustments to Department projects for cost escalation due to project rescheduling, consistent with the fund estimate, in order to reflect the most current information or to clarify the Commission’s programming commitments, with report of any substantive changes back to the Commission for notice at the October 27-28, 2004 meeting and formal approval at the December 8-9, 2004 meeting.”

The Department has prepared a separate STIP amendment for cost escalation adjustments, STIP amendment 04S-007. This book item includes a list of other technical changes and corrections identified by staff. Both the amendment and the technical corrections were presented for notice at the October meeting.

Recommendation

Staff recommends the adoption of the listed technical changes and corrections to the 2004 STIP.

Background

Technical changes and corrections have been identified, presented, and adopted in the months following the adoption of each STIP in recent years. The technical changes that are included in this item include:

- Corrections of errors.
- Minor cost changes, including shifting of funding between components.
- Scheduling changes that can be accomplished within fund estimate constraints (i.e., without advancing project funding).
- Changes from one implementing agency to another.

CALIFORNIA TRANSPORTATION COMMISSION
Technical Adjustment to the 2004 STIP

Resolution G-04-__
Amending Resolution G-04-07

- 1.1 WHEREAS the California Transportation Commission adopted the 2004 State Transportation Improvement Program (STIP) by Resolution G-04-07 on August 5, 2004, and
- 1.2 WHEREAS Section 2.10 of Resolution G-04-07 authorized Commission staff, in consultation with Caltrans and regional agencies, to make further technical changes in cost, schedules, and descriptions for projects in the 2004 STIP in order to reflect the most current information or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for notice at the October 27-28, 2004 meeting and formal approval at the December 8-9, 2004 meeting, and
- 1.3 WHEREAS Commission staff, in consultation with staff from Caltrans and regional agencies, has identified the technical corrections and adjustments identified in the attachment to this resolution, which are consistent with the intent of Resolution G-04-07,
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission approves the technical corrections and adjustments itemized on the attachment to this resolution, and
- 2.2 BE IT FURTHER RESOLVED that Resolution G-04-07 is hereby amended.

Attachment

November 19, 2004

2004 STIP Technical Changes and Corrections

(All amounts in \$1,000's)

- Amador. Change \$1,775 programmed to Amador LTC for environmental on Route 88 Pine Grove improvements (#2454) from prior year to 2008-09.
- Butte. For the Route 99 Durham-Pentz Road off-ramp (#2415), adjust for closeout costs, decreasing environmental from \$90 to \$44, decreasing PS&E from \$220 to \$85, keeping R/W support at \$1, and increasing construction support from \$180 to \$201. This project was constructed with non-STIP funding.
- Calaveras. Change \$1,160 programmed to Calaveras LTC for environmental on Route 4 Wagon Trail Expressway (#3067) from prior year to 2008-09.
- Del Norte/Humboldt. For the Humboldt/Del Norte Pacific Coast Bike Trail signs (#4110, IIP-TE), change the \$52 construction and \$10 construction support from 2004-05 to 2005-06.
- Inyo. *Consistent with staff recommendations, delete Route 168 bike lanes, Bishop to Cerro Coso College (#451) and delete Route 395 bike lanes in Bishop (#452), which is a deletion of \$17 in 2004-05, \$246 in 2005-06, \$16 in 2006-07, and \$294 in 2008-09. Increase regional TE reserve by \$279 in 2006-07 (an increase from \$160 to \$439) and by \$294 in 2008-09 (an increase from \$484 to \$778).*
- Inyo. *For the Eastern Sierra Interagency Visitor Center (#456, interregional TE), add \$35 in 2005-06 for construction engineering. This amount was proposed in the ITIP and inadvertently omitted from the staff recommendations.*
- Kern. For Route 119 (#3645), the \$500 added for environmental increases prior year programming from \$1,817 to \$2,317; it is not programmed in 2005-06.
- Lassen. For Susanville Town Hill improvements (#3048), the \$190 added for R/W increases prior year programming from \$50 to \$240; it is not programmed in 2005-06.
- Lassen. For the Route 395 Johnstonville school zone improvements (#3123), split the \$106 for R/W to \$16 for R/W and \$90 for R/W support.
- Los Angeles. *For the Route 405 northbound HOV lanes (#2788), correct for closeout costs reported by Caltrans, increasing PS&E by \$224, from \$655 to \$879.*
- Merced. *Merced-99 Buchanan Hollow (IIP, #5401). Deletion of \$17,668 R/W should have been in prior year, not 2005-06.*
- Mono. Change the contribution to environmental for San Bernardino Route 395, Route 15-Farmington (#260B), from \$1,000 to \$2,000 in the prior year, matching contributions from Inyo and Kern counties.
- Napa. For Route 29 Trancas St interchange planting mitigation (#377C), change the \$150 programmed for PS&E in 2005-06 to \$9 for environmental in 2005-06, \$50 for PS&E in 2005-06, \$9 for R/W support in 2005-06, and \$82 for construction support in 2006-07.
- Nevada. For the Route 89 "Mousehole" grade separation (#3L43), add \$2 environmental for Caltrans, representing the amount expended by Caltrans before implementing agency responsibility was transferred to the City of Truckee. The City of Truckee remains programmed \$498 for environmental.
- Orange. For the Route 5 Culver Dr southbound off ramp widening (#2796), change environmental in the prior year from \$4 to \$17 and change the implementing agency for PS&E from Caltrans to OCTA. Caltrans remains the implementing agency for all other components.
- Orange. For the Route 5 Camino Capistrano interchange (#2615), change the implementing agency for PS&E from Caltrans to OCTA. Caltrans remains the implementing agency for all other components not yet voted.
- Orange. For the Route 5 Oso Parkway southbound off-ramp and storage lane (#2671A), change the implementing agency for PS&E from Caltrans to OCTA. Caltrans remains the implementing agency for all other components not yet voted.

- Placer. For the Route 49 Dry Creek operational improvement (#4776), change R/W support in the prior year from \$678 to \$850. This is related to other component changes in Attachment B to the STIP adoption resolution and was inadvertently omitted from that resolution.
- Riverside. For the Desert Hot Springs Pierson Blvd rehab (#0L), delete the \$35 PS&E and increase construction from \$592 to \$627, in 2005-06.
- Riverside. For the Route 15 California Oaks/Kalmia interchange (#9991), change the implementing agency for construction from the City of Murrieta to Caltrans, reduce construction from \$5,142 to \$4,142 in 2006-07, add \$900 construction support, and add \$100 for Caltrans PS&E work, all in 2006-07. R/W remains programmed for the City in 2005-06.
- Riverside. For the Route 79 widening, Keller Rd to Domenigoni (#66D), correct for closeout costs reported by Caltrans. Environmental is reduced from \$1,000 to \$438. Programming of \$1,012 for PS&E, \$1,527 for R/W, and \$449 for R/W support are deleted.
- San Benito. For Hollister street rehabilitation, 83 segments identified, combine the \$4,200 listed under #1812 with the \$300 listed for #1187 into a single project, \$4,500, all for construction in 2005-06 (#1187).
- San Diego. For the Route 5 Del Mar Heights auxiliary lane (#135G), correct for closeout costs reported by Caltrans. Increase PS&E by \$554, from \$410 to \$964, reduce R/W support from \$26 to \$3, and delete \$53 R/W.
- San Francisco. Delete the interregional program Route 80 bicycle and pedestrian facility, \$295 in 2006-07 (IIP-TE, #579S). Statutes preclude STIP funding for a bicycle facility on the San Francisco-Oakland Bay Bridge.
- San Joaquin. For the Route 205 widening (#7965B), change the \$107 R/W support from prior year to 2006-07, to match the programming of R/W capital.
- San Joaquin. The AB 3090 cash reimbursement of \$19,475 for Route 99 North Stockton (#7673C, IIP), as approved by STIP amendment 02S-123 in May 2004, is in 2008-09.
- Santa Barbara. For Route 101, Cabrillo-Milpas (#478), change \$4,264 construction from 2005-06 to 2006-07, to match the other \$25,142 construction programmed for the same project. The \$4,264 was originally programmed for R/W in 2003-04 and was identified in the fund estimate as not subject to reprogramming; it was reprogrammed from R/W to construction in STIP amendment 02S-119.
- Shasta. Delete the interregional program Route 151 pedestrian facility enhancement, \$390 in 2004-05 (#3203). This is the same TE project programmed for the City of Shasta Lake from the regional program (#2391).
- Siskiyou. For the Route 97 Dorris Bypass (#244A), \$748 IIP is construction support, not R/W support.
- Solano. For Route 37 planting (#5201D), change the \$428 construction from 2005-06 to 2006-07.
- Stanislaus. For the Route 132 east infill (#9797), delete the \$1,470 for construction support and add it to construction, increasing construction from \$7,673 to \$9,143, in 2005-06. This project is being implemented by StanCOG, not by Caltrans.
- Sutter. Delete the \$2,770 programmed for PS&E for Route 99, Garden Hwy-Sacramento Av (#8361B). This amount was already reprogrammed to another Route 99 project (#8362A).
- Yuba. For the Wheatland Route 65 signal and left turn project (#3L59), the \$398 programmed in 2005-06 is \$5 for environmental, \$100 for PS&E, \$5 for R/W, and \$288 for construction.